TOWN PLANNING SCHEME NO. 6

AMENDMENT NO. 152
RESOLUTION DECIDING TO AMEND TOWN PLANNING SCHEME
(City of Gosnells Town Planning Scheme No.6)

RESOLVED that the Council, in pursuance of Section 72 of the Planning and Development Act 2005, amend Town Planning Scheme No.6 by:

1. Recoding lots bound by Bromley Street, Harris Street, Albany Highway and Peckham Street, from Residential R17.5 to Residential R25.

2. Amending the Scheme Map accordingly.

Dated this........................................day of....................................20.............

..................................................................................
Ian Cowie
Chief Executive Officer
REPORT - AMENDMENT NO. 152

MINISTER FOR PLANNING

PROPOSAL TO AMEND A TOWN PLANNING SCHEME

1. City of Gosnells.

2. City of Gosnells Town Planning Scheme No. 6

3. District Zoning Scheme

4. Amendment No. 152

5. Proposal:

   To recode lots bound by Bromley Street, Harris Street, Albany Highway and Peckham Street, from Residential R17.5 to Residential R25.

6. Report by: Department of Housing
1.0 INTRODUCTION

This report has been prepared in support of a proposal to amend the residential density code applicable to the land bounded by Albany Highway, Harris Street, Bromley Street and Peckham Street in Beckenham to facilitate development up to a maximum density of R25 under Town Planning Scheme No.6.

2.0 SUBJECT SITE

The site is located in the suburb of Beckenham 12 kilometres southeast of Perth CBD, 2km from the Cannington Activity Centre and 1km from Beckenham train station.
The subject site is in fragmented ownership with 24 different landowners. Four landholdings are currently vacant, with the remaining occupied by detached housing. The precinct and immediate built form is dominated by single storey single detached housing typically circa 1950’s – 80’s.

3.0 PLANNING CONTEXT

3.1 STATE PLANNING STRATEGY

The subject site is identified as being within an ‘Urban Area’ in the Perth Region in the Western Australian Planning Commission (WAPC) State Planning Strategy. The future development of the subject site is in keeping with the principles and objectives where it asserts the need to ensure land close to the appropriate amenity, community facilities and public transport opportunities are more intensively used.

3.2 DIRECTIONS 2031 AND BEYOND

Directions 2031 and beyond has been adopted as a strategic document intended to set the direction towards shaping the future of our metropolitan area. This document predicts that the Perth and Peel region will house a population of more than 2.2 million people. This is an additional 556,000 people on today’s population. To accommodate this level of growth a further 328,000 dwellings and approximately 356,000 jobs will be needed.

Directions 2031 and beyond makes the proposition that a more compact city is desirable, the implication being that the community needs to focus on achieving more consolidated development in appropriate, existing urban locations.

On current trends it is estimated that the amount of infill residential development achieved as a proportion of total development between now and 2031 will be between 30 and 35 per cent. The
preferred scenario under Directions 2031 seeks a 50 per cent improvement on current trends and has set a target of 47 percent or 154,000 of the required 328,000 dwellings as infill development. The proposed scheme amendment and future redevelopment will assist in achieving these dwelling targets.

3.3 DRAFT CENTRAL METROPOLITAN PERTH: SUB-REGIONAL STRATEGY

The draft Outer Metropolitan Perth: sub-regional strategy is intended to provide guidance to assist in the application and delivery of Directions 2031 and beyond at a local level. The Strategy provides specific information relating to the expected growth in each local government area.

The suburb of Beckenham is identified as an existing developed area within the strategy. Whilst this is the case, it is significantly under developed, largely due to the need to overcome drainage issues relating to clay soils in this area. The area has strong public transport links and is within a close proximity to a strategic metropolitan centre. Neighbouring Outline Development Plan (ODP) areas have demonstrated the suitability of low and medium density housing in this location which will assist in achieving infill housing targets. The proposed scheme amendment will facilitate development which is considered to be consistent with the transit orientated principles supported in the draft Outer Metropolitan Perth: Sub-regional Strategy.

3.4 REGION SCHEME

The subject site and all land immediately surrounding it are zoned Urban under the MRS. Neighbouring arterial road reservations for Roe Highway, Albany Highway, and Sevenoaks Street provide convenient links to nearby employment centres and greater Perth.
3.2 LOCAL PLANNING FRAMEWORK

The site is situated within the City of Gosnells Town Planning Scheme No.6 (TPS6). The site is currently zoned Residential with a density code of R17.5. Adjoining Residential Development zones facilitate residential densities ranging from R20 to R60.

The City of Gosnells Local Housing Strategy (2006) sets out the City’s vision and objectives for the provision of housing and the built form. The strategy identifies that the City has limited medium density development and that large lot precincts, such as the subject site, provide a good opportunity for infill development.

The property located at 1575 Albany Highway is listed within the City of Gosnells Municipal Heritage Inventory and is afforded heritage protection under the City of Gosnells Town Planning Scheme (Heritage List) and Heritage Act of Western Australia 1990. This scheme amendment does not propose any changes to the heritage registration of this property; however the ability to facilitate infill development on this site in accordance with this amendment may be limited.

4.0 SITE CONTEXT

4.1 ENVIRONMENTAL

The subject site had low to moderate acid sulphate risk and is not known to be contaminated. It is considered suitable for unrestricted residential use. The geological formation of the general locale is identified as Bassendean Sands over Guilford Clays. Soil testing indicates soil distribution to be uniform over the site with a surface layer of sandy loam ranging in depth from 300 – 650mmm.
Below this topsoil is a progression from clayey sand to sandy clay to massive clay. Clay was found to have a low to medium reactivity making the soil classification a ‘S’ or ‘M’. Such soils have a low permeability. This said, this geology is generally considered suitable for a range of urban development uses, including the proposed residential use.

A search of the Department of Environment and Conservation Threatened Flora Database did not identify any species onsite which are protected under Commonwealth or State legislation.

4.2 SERVICING

The site is located within an established urban residential area. As such the site is well serviced with all services, including public roads and all essential utility services. Preliminary investigation has shown that the surrounding services are considered to have sufficient capacity to serve development up to a density of R25.

The Water Corporation infrastructure mapping indicates that DN100 water mains are located along Harris, Peckham and Bromley streets. In addition, a DN150 main is located along Albany Highway. It is expected that, all new lots created as part of this redevelopment could be serviced with water by connecting to these existing mains.

The Water Corporation sewer infrastructure mapping indicates that a DN150 gravity sewer main is located at the rear of the properties. This gravity sewer main runs through the centre of the site and discharges to a sewer main in Bromley Street. It is expected that, all new lots could be serviced with sewer by connecting to this existing sewer main.

Reticulation gas mains are located along all four adjoining roads. It is expected that there will be sufficient capacity to service the new lots.

4.3 SURFACE AND GROUNDWATER

No watercourses traverse the site. Yule Brook main drain is located approximately 100 metres to the east of the subject site. There is a Conservation Category Wetland (CCW) approximately 200m south of the proposed subject site. The CCW is located on the southern side of Kenwick Link between Rennison Street and Roe Highway.

The Perth Groundwater Atlas shows groundwater around 2-3 metres below surface level. Whilst geotechnical investigations did not intersect groundwater at this depth, due to the clayey sub grade, perched water may occur within the Bassendean Sand layer during the winter months. Accordingly, where infill development occurs, onsite drainage management is requirement to be undertaken to the satisfaction of the City of Gosnells.
5.0 RATIONALE FOR SCHEME AMENDMENT PROPOSAL

The objectives of the scheme amendment are to:

- Facilitate infill residential development
- Encourage a variety of housing types to meet the changing needs of the community.
- Establish an effective drainage strategy to cater for stormwater runoff associated with the infill development.

*Directions 2031 and beyond* establishes a preferred growth scenario for Perth and has set a growth target of 47 percent or 154,000 dwellings to be provided through infill development by the year 2031. The proposed scheme amendment and future infill development will assist in achieving these dwelling targets.

The area is considered suitable for infill development due to its strong public transport links and close proximity to a strategic metropolitan centre. On this basis, neighbouring Outline Development Plan areas have successfully demonstrated the suitability of low and medium density housing in this location. In this context, the scheme amendment is considered to be consistent with adjoining development and the advantages of its location.

Engineering advice prepared by JDSI consulting engineers in consultation with the City of Gosnells has identified a ‘fit for purpose’ drainage strategy which could be adopted by landowners on a lot-by-lot or coordinated development basis. The strategy will adequately address stormwater infiltration and management for residential development up to and beyond the R25 density proposed.

6.0 CONCLUSION

The subject precinct, as with the suburb of Beckenham generally, is considered to be appropriate for increased residential densities for the following reasons:

- Large underdeveloped lots and existing modified grid style which provides opportunities for additional road connections.
- The area is well located with respect to public transport services and the commercial and employment opportunities of Cannington Strategic Metropolitan Centre.
- The precinct is currently characterised by aging low value housing assets which provide an ideal opportunity for redevelopment.
- Infill development will contribute positively to streetscapes and create smaller residential lots which provide greater housing choice for the locality.

Accordingly it is considered appropriate to amend the residential density code applicable to the subject land in place of R25.
The Council of the City of Gosnells under and by virtue of the power conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends Town Planning Scheme No. 6 by:

3. Recoding lots bound by Bromley Street, Harris Street, Albany Highway and Peckham Street, from Residential R17.5 to Residential R25.

4. Amending the Scheme Map accordingly.
CITY OF GOSNELLS
TOWN PLANNING SCHEME NO. 6

AMENDMENT 152

EXISTING ZONING

SCHEME (AMENDMENT) MAP

LEGEND

ZONES
RESIDENTIAL
RESIDENTIAL DEVELOPMENT

CODES
RESIDENTIAL DENSITY CODES

RESERVES
LOCAL
WATER COURSE

METROPOLITAN REGION SCHEME
OTHER REGIONAL ROADS

SCALE: 1:5,000

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Initiate Scheme Amendment

Adopted by resolution of the Council of the City of Gosnells at the Ordinary Meeting of the Council held on this day of 20 .

MAYOR

CHIEF EXECUTIVE OFFICER

Final Approval of Scheme Amendment

Adopted for final approval by resolution of the City of Gosnells at the Ordinary Meeting of the Council held on this day of 201 .

The Common Seal of the City of Gosnells was hereunto affixed by authority of a resolution of the Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

RECOMMENDED/SUBMITTED FOR FINAL APPROVAL

DELEGATED UNDER SECTION 16 OF THE PLANNING AND DEVELOPMENT ACT 2005

DATE

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

DATE